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SECRET
SECURITY INFORMATION

REPORT

DEFECTOR RECEPTION CENTER

COUNTRY Czechoslovakia

DATE DISTR. 23 SEPT. 53,

SUBJECT Milovice Airfield

NO. OF PAGES 6

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)DATE
ACQUIREDSUPPLEMENT TO
REPORT NO.

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DATE OF IN

THIS IS UNEVALUATED INFORMATION

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1. [redacted] airfield [redacted] located three kilo-25X1
meters northeast of Milovice N 50-14, E 14-54, two kilometers west
of Straky N 50-14, E 14-54, and adjacent to and south of the village
of Bozi Dar. The airfield was accessible by two roads Encl. A,
Pts. 1 and 14. The weather in the area permitted flying the year
round. 25X1
2. The only prominent landmarks in the vicinity were a new, single-
track railroad spur, which was west of the field, and a high-tension
power line two kilometers east of the field. This line extended ENE
to Nymburk and supplied electric power to the field. Electric power
in the towns surrounding the airfield was cut off from 1900 to 1930
hours each day. [redacted] 25X1
3. The field was an irregular rectangle, four kilometers from east to 25X1
west and two kilometers from north to south, and could possibly be
extended to the west. Its elevation was 205 m. There were no hard-
stands or revetments. The field was level and grass-covered. [redacted] 25X1

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25 YEAR RE-REVIEW

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USAF review completed.

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4. There were no buildings in the immediate vicinity of the field which might be considered obstructions, except perhaps those in the villages of Straky, two kilometers to the east, and Zbozicko, three kilometers to the south. There was a small hill, elevation 254 m., three kilometers northwest of the field. There were trees 8 - 10 m. tall on the north portion of the field and three kilometers to the west of the field.
5. Outside and to the west of the airfield [redacted] construction [redacted] 25X1 of 10 or 12 two-story, red brick buildings was in progress. These buildings were 25 x 12 x 15 m. and had red tile gable roofs. One had been completed and was occupied by Air Force and Army officers. The remaining buildings were in the last stages of construction. [redacted] 25X1 all the buildings were to be used as quarters for Air Force and Army officers. This construction project was being carried out by a technical labor battalion whose members were dressed in green uniforms with black shoulder boards. [redacted]
6. [redacted] there was a clothesline radio antenna atop a building at the field [redacted] Encl. A, Pt. 16 and another antenna atop the building which had a glass dome [redacted] Encl. A, Pt. 11. Electric power was carried by the high-tension line from Nymburk. There were no air raid shelters.
7. [redacted] 25X1
8. The airfield was controlled by the Czechoslovak Air Force. [redacted] Air Force personnel wore the Air Force blue uniform with light blue shoulder boards and insignia consisting of metal wings and propellers.
9. Once a month, during January, February, and March 1953, [redacted] a formation of 36 MIG-15's, three to a flight. During April 1953 [redacted] 25X1 flights every other day. In addition to these 36 aircraft, [redacted] one Soviet twin-engine LL-2 with Soviet markings and one twin-engine YAK-8 with Czechoslovak markings.

Enclosures:

- A. [redacted] Sketch of the Airfield Near Milovice
- B. [redacted] Sketch of Glass Dome with Antenna
- C. [redacted] Sketch of Czechoslovak Jet Aircraft

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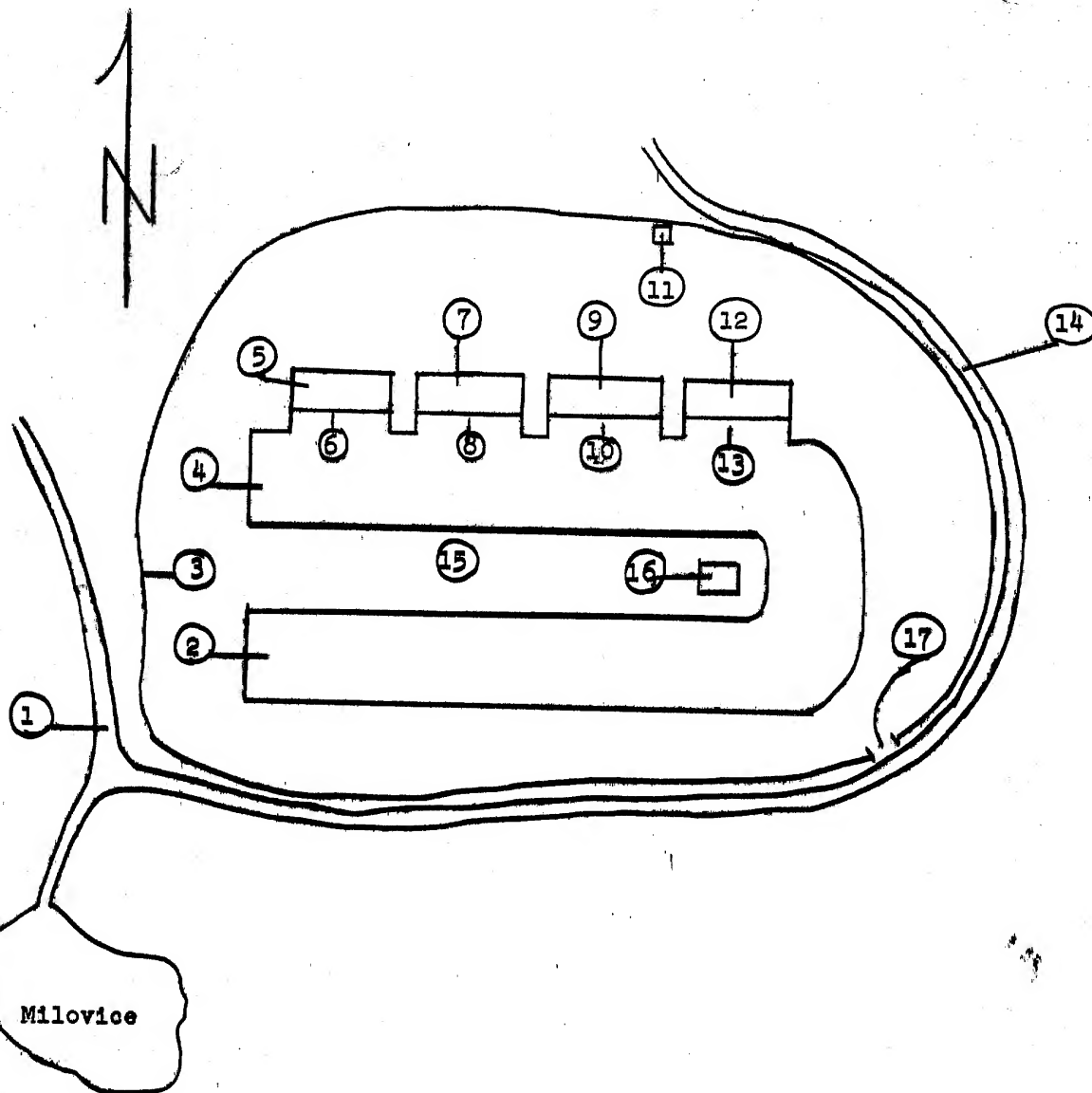
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ENCLOSURE A: Sketch of the Airfield Near Milovice

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ENCLOSURE A: (CONT'D)

Legend

Point # 1. Road: two-lane; dirt; six meters wide; adjacent to and west of the airfield; led from Milovice N 50-14, E 14-54 to Nove Benatky N 50-17, E 14-50.

2. Runway: three kilometers long; 200 m. wide; constructed of concrete sections eight by six meters oriented east to west.

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three jet aircraft take off abreast from this runway. The largest aircraft he observed on this runway were a Soviet and a Czechoslovak twin-engine aircraft, identified as the LI-2 and YAK-8 respectively. six or seven aircraft were parked on the east section of the concrete area, at the junction of the two runways.

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3. Airfield Perimeter.

4. Runway: this was a taxi-strip despite the fact that it was three kilometers long, 100 m. wide; he had observed jet aircraft making take-offs and landings. This strip was of the same construction as the runway described above Pt. 2.

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7, 9, and 12. Hangars: dark green; corrugated tin; 100 x 50 x 4 m.; had gray-green, corrugated tin, curved roofs; also had corrugated tin sliding doors on the side

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8, 10, and 13. Aprons: concrete; 60 x 4 m.; connected the hangars with the taxi-strip.

11. Unknown Building: gray, stuccoed-brick; length and width unknown; it was 25 m. high and had a glass dome roof two meters high. Encl. B, Sketch of Glass Dome with Antenna. This building was located 300 m. north of Bozi Dar, a small village near the airfield and 500 m. north of the runway Pt. 2. this was the control tower.

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14. Road: two-lane; dirt; six meters wide.

15. Grassy Area: fire hydrants were located here.

16. Building: three-story; gray; stuccoed-brick; 40 x 30 x 12 m.; had a flat, tar-covered roof. Atop this building was a double clothesline antenna.

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17. Entrance: the only entrance to the field consisted of a railroad barrier, guarded by one, armed Air Force guard.

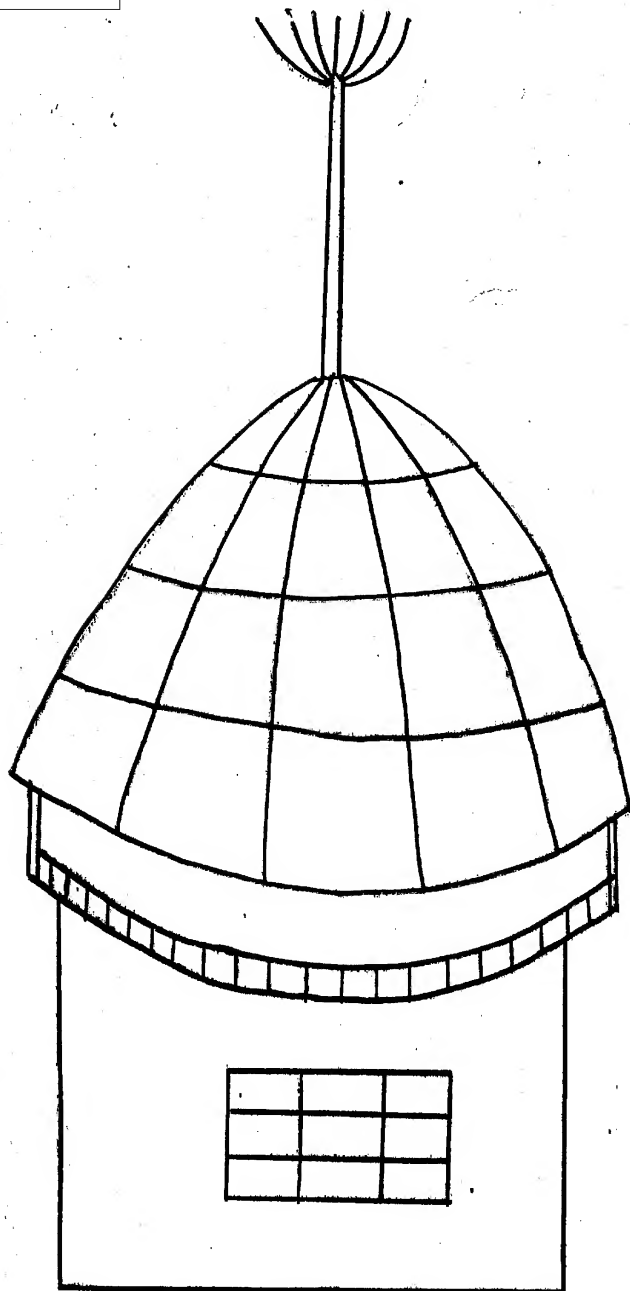
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ENCLOSURE B: Sketch of Glass Dome with Antenna

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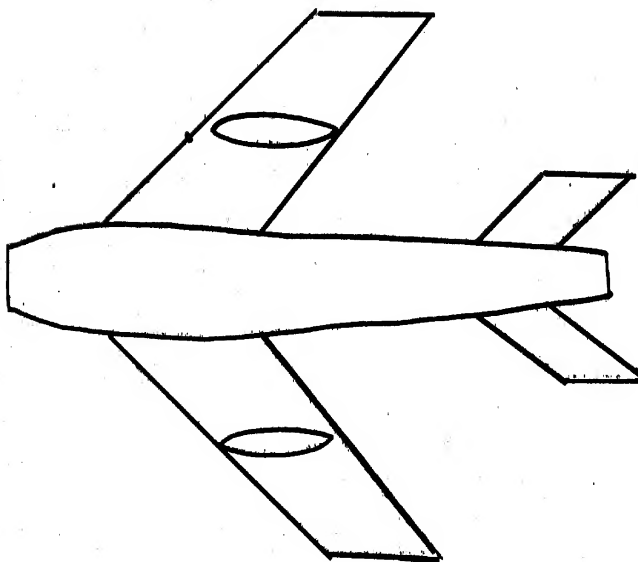
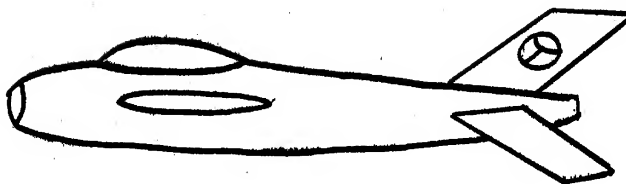
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ENCLOSURE C: ☐ **Sketch of Czechoslovak Jet Aircraft**

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